

# the Roadrunner

Nebraska ♦ Department ♦ of ♦ Roads

June/July 2006

## Bridging to Six Lanes

Widening of Interstate 80 from four to six lanes continues, with construction currently underway between Lincoln and Omaha on the Platte River Bridges near the Mahoney State Park Interchange.

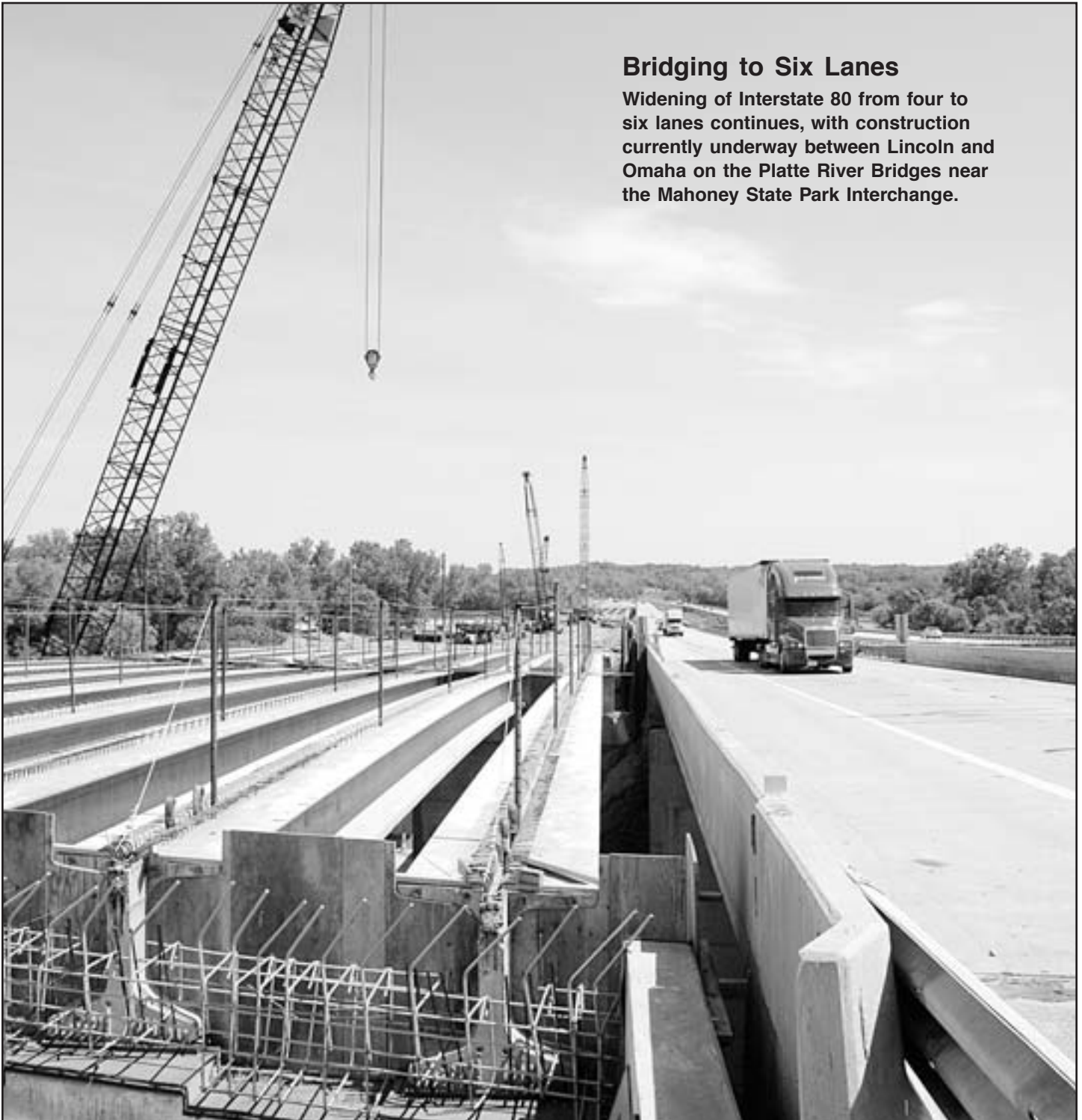


Photo by Jay Bailey

# the Roadrunner

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The information in this newsletter is contributed  
by employees, retirees and friends of NDOR.



## From the Director

# Environmental Commitments are High Priority



**John L. Craig**

**By John L. Craig**  
Director, Nebraska Department of Roads

Much has changed in the 50 years since the Interstate Highway System was signed into law. During the 24 years (1956-1980) it took to "substantially" complete the Interstate System, essentially all of the funding was spent directly on roads and bridges. Since then, approximately 40 percent of that funding is not spent on the "needs" of roads and bridges. From a certain perspective, this 40 percent of the Federal Highway Trust Fund (HTF) created by the 1956 Act, has become "all things to all people." This, of course, reflects

the society in which we live. Among the many areas now funded by the Federal HTF are trails, building renovations, research, transit, the environment and a myriad of other areas. My intention is not to be critical since many good things have been done through this funding. With the advent of the National Environmental Policy Act of 1969 came an exponential growth in federal environmental laws (many mirrored now in state law). We have evolved as a state to accommodate these environmental requirements, but we as a department still have a lot more to do. As in the past, I expect environmental requirements to grow, not diminish. In many regards, our mission is to "balance" the built and natural environments. What follows is essentially a repeat of a letter I recently sent to our districts and contractors in an effort to move us to the next level of environmental stewardship and in compliance with federal and state law.

I am responsible and accountable for everything that does or does not occur within the Nebraska Department of Roads. This is the first step in taking responsibility for meeting our environmental commitments. You, in your role, have that same responsibility and accountability. By extension, the District Engineers are the Director's personal representative in their district and the Project Managers are the Director's personal representative on their projects. The contractors are responsible and accountable for getting the work done, as specified in the contract. The rest of the department staff is there to assist in accomplishing the mission.

Our purpose as a department is to accomplish our mission. It states:

*"We provide and maintain, in cooperation with public and private organizations, a safe, reliable, affordable, environmentally compatible and coordinated statewide transportation system for the movement of people and goods."*

We have done many good things relative to our mission and environment and they are too numerous to mention here. Now, we must build on that record and improve. Improvement is a continuous process. Several improvements are underway.

What follows are several steps that must be taken to ensure compliance with our environmental commitments.

- Effective immediately, District Engineers will sign 404 permits. This will tie the responsibility for signing the permit to the authority given for enforcing the permit.
- Make environmental commitments we can keep.
- District personnel must regularly review, maintain and update the commitments as specified in our environmental "Green Sheets" and the project Storm Water Pollution Prevention Plan (SWPPP). I will ask you to review these documents in some detail with me when I visit projects.

See **From the Director** on page 5

# Rulo Bridge Resurfacing Receives Warm Reception

The project to resurface the Rulo River Bridge on U.S. Highway 159 was a joint effort between the Nebraska Department of Roads and the Missouri Department of Transportation. The last time the 68-year-old bridge was worked on was in 1999, when damage to truss members was repaired.

The bridge was closed to traffic and work began on August 1, 2005. The bridge was reopened to traffic on August 19, 2005. Work was completed in 19 calendar days; the construction contract was for 20 calendar days. An 85-mile detour was in place around the bridge during the project.

The 20-foot-wide existing concrete deck was milled of all asphalt patches and wedges, then mechanically swept and hand cleaned to remove any loose material. The rail for the deck finish machine was mounted on top of the existing concrete. Plywood and extruded foam were used to block out for the existing floor drains. After everything was cleaned, a welded wire fabric, consisting of 0.375 wire (approximately 7/16-inch wide) was welded on 6-inch centers on the deck. These welded wire mats measured 20-feet wide and were 8-feet long.

The special provisions of the contract designated that no more than two concrete trucks could be on one span at a time, so the contractor would back one truck up to the finish machine and unload the truck, while another truck would wait on the next span out. They repeated this process for the entire pour. They started pouring on the Missouri side with the first pour on August 5, 2005, backing the trucks all the way from the Nebraska (west) side, since the concrete was supplied by Southeast Ready Mix of

Falls City, Nebraska.

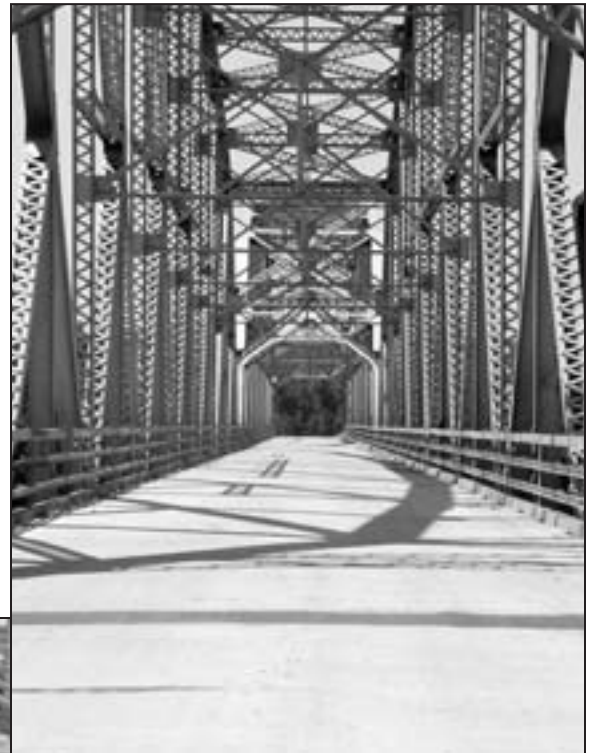
The first pour started at 4:00 a.m. on August 5 and was completed at approximately 4:00 p.m. that day. The second pour started at 10:00 p.m. on August 11, due to the heat, and was completed the next morning, at 10:30 a.m. The same procedure was used for the second pour, backing the trucks from the Nebraska side up on the deck, only one truck on the span at a time.

Each deck pour was 5-inches thick by 20-feet wide by approximately 1,078-feet long and required approximately 335 cubic yards of concrete per pour. The entire 5-inch overlay was completed in two pours.

One interesting part of the job occurred when a local entrepreneur, a retired man who lived right next to the bridge on the Nebraska side, ferried people back and forth for a fee. There were a number of people that lived on one side of the river and worked on the other. They left a vehicle on the opposing side, would drive one vehicle and leave it, ride the ferry over and

take the other vehicle to work. There was a metal sign on the Missouri side, with yellow and green painted sides. When somebody needed to get back across they would turn the sign and the ferry operator would go get them and bring them to the Nebraska side. He had a hand-painted sign on the side of the pontoon boat that read "River Rat Raft." He mentioned towards the end of the project that he was ready for the bridge to re-open so he could go back to being retired.

Cramer & Associates of Des Moines, Iowa had the \$233,000 (approximate) project. NDOR personnel included Mike Habegger, who managed the project, and Troy Lytle, Tim McCoy, Jeff Fossenbarger, and Rex Packwood, who were field and concrete plant inspectors. ♦



*Photos by Mike Habegger, District 1 Project Manager*  
**Above:** The Rulo Bridge was resurfaced with two layers of concrete and the work was completed in 19 calendar days.



**Left:** The U.S. Highway 159 bridge at Rulo showed signs of deterioration, with asphalt patches apparent in many places.



# Safety Inspections Have Begun At NDOR

**By Cindy DeCoster**  
Employee Recognition Program Manager

As part of the new employee recognition program, the Nebraska Safety Council is inspecting NDOR facilities. The Safety Council is the external vendor selected to inspect 20 percent of our facilities each year, supplementing the ongoing inspection efforts of the District Safety Committees. At the end of five years, all the shops, yards and labs will have been inspected.

Safety inspections conducted by an outside vendor is a result of the Employee Recognition Program being looked at and revised to be more in line with the way work gets performed at Roads. One of the most widely talked about changes to the program is the transition from Individual Safety Recognition to Team Safety Recognition. Safety Recognition

now groups personnel in safety sensitive positions into "teams." Teams earn points in five areas. One of those areas is Safety Inspections. If the areas inspected by Nebraska Safety Council have an average score of 95 percent or better, all teams in that district or division earn 150 points toward the 2006 team goal of 600 points.

This first year divisions/districts were told the locations and dates of the inspection. Next year, divisions and districts will be notified of the dates, but not the locations. The third year, safety inspections will be truly "on the spot." Affected division and district areas will receive just enough notice for a supervisor and a District Safety Committee member to meet the Nebraska Safety Council at the selected location. A supervisor and a District Safety Committee member will walk through the areas with

Safety Council representatives. The Nebraska Safety Council offers suggestions and helps educate staff about the next steps for creating the safest working environment possible.

James Klar, Director of Occupational Safety & Health at the Nebraska Safety Council, kicked off the Safety Inspections in the lab areas at Central Complex and the shop areas on the Hill and will finish the season in District 2. The feedback from the inspections has been positive.

"Thank you for the opportunity to have the Facility Safety Check at the sign shop yesterday. It was an *excellent* evaluation and gave us direction to pursue improvements. The employees really come out winners on this one. *Thanks!*" says Laura Lenzen, Assistant Traffic Engineer, Traffic Engineering Division. ♦

# State Agencies Represented at Operations & Maintenance Conference Held in Kearney

**By Denise Wallman**  
Operations Division

Over 200 district maintenance employees attended the annual Operations & Maintenance Conference held in Kearney, May 9-11, hosted by the Operations Division. A Homeland Security tabletop exercise was conducted on the first day of the conference. In addition to NDOR staff, personnel from Nebraska State Patrol, Department of Agriculture, Department of Environmental Quality, and Nebraska Emergency Management also participated in the exercise. This particular exercise tested the preparedness, response and recovery to an agricultural terrorism event within the state.

Throughout the conference, maintenance employees had the opportunity to learn about recent

trends in pavement preservation and the newest materials available. The presence of equipment, supply vendors, and numerous indoor and outdoor displays greatly enhanced the quality of the conference.

At the Awards Banquet, District 1 walked away with the District Safe Worker Award and tied with District 5 for the District Safe Driver award. District 4 accepted the General Excavating "Excellence in Construction" award for their work on the Superior maintenance

yard remediation project. Carolyn Mattice, Human Resource Manager, was honored with the annual District Appreciation Award. ♦



Excellence in Construction Award – (l to r) Allen Horak, District 4; John Jacobsen, Deputy Director, Wes Wahlgren, District 4 Engineer.

- All visits, discussions and correspondence by environmental regulatory agencies relative to a project must be referred to the District Construction Engineer or the Project Manager. The Project Manager must then make careful notes in their field book and document the facts to eliminate opinions and innuendos.
- Before the contractor or the department makes any changes to causeways, work platforms or temporary crossings, as defined in the 404 Permit or Environmental commitment in the contract, the department must obtain approval of the change from the appropriate regulatory agency.

The contractor must provide the Project Manager with detailed plans, showing both the existing requirements of the causeway and the proposed changes, including a detailed narrative of why the changes are needed. (Include constructability issues, safety and costs). The Project Manager will forward this information to the Environmental Section for review and consultation with the appropriate regulatory agency.

No construction of the modification shall begin until approval is obtained.

Depending on the severity of the change, approval could take 30 to 90 days. It is important to define any necessary changes as soon as possible.

This process must be followed prior to implementing any change to any environmental commitment.

- Whenever there are significant environmental commitments on a project, such as endangered species, the Project Manager shall invite the Environmental Section and regulatory agencies to the Pre-Construction Conference and include them as a part of the process. The regulatory agencies include the Corps of Engineers,

U.S. Fish and Wildlife, Nebraska Game and Parks Commission, and the Nebraska Department of Environmental Quality.

Environmental commitments, Green Sheets and the SWPPP must be thoroughly discussed. This is the time to initiate changes, correct problems and resolve issues.

Invite these partners to during construction and post-construction meetings as well.

- A review will be conducted by the Environmental Section and the Construction Division of all projects that have environmental commitments.

Based on the nature of the environmental commitment, the department may determine that there is a need for an environmental compliance person.

This person could be trained, in-house staff, or a qualified consultant. The environmental compliance person could be responsible for several jobs or just one project depending on the nature of the commitments and the size of the project(s). Also, this position could cross district boundaries. This person will be directly responsible to the District Construction Engineer.

- We are investigating financial penalties for contractors and disciplinary actions for department personnel for negligence in not meeting environmental commitments.

The August/September Roadrunner will be dedicated to our environmental stewardship to expand on the many good things we are doing as well as those we need to improve.

Be proud of who you are and the work you do. As always, the future will be what we make it. And, it's going to be great. Stay safe! ♦

## Speechcrafters Course Just Completed

Three NDOR employees, Jacquelyn Allensworth, Brad Finch and Ed Palandri successfully completed a Speechcrafters course and a celebration was held on May 24. Each gave at least three speeches, introduced and evaluated other speakers, and worked on impromptu speaking during meetings from February to May. The course is offered annually by RoadToasters, a speech and leadership training club sponsored by NDOR and affiliated with Toastmasters International.

The mission of RoadToasters is to provide a mutually supportive and positive learning environment in which every member has the opportunity to

develop communication and leadership skills, which in turn foster self-confidence and personal growth.

Most of the costs to active members are reimbursed by NDOR. Typically, meetings are the second and fourth Wednesdays of each month, from 11:00 a.m. to 12:00 p.m., in the Highway Commission Room at Central Headquarters. Feel free to stop in and observe.

For more information, go to NDOR's Intranet website: <http://www.nebraska-transportation.org/area-intranet.htm> and click on the "NDOR RoadToasters" link, which will take you to their webpage: <http://www.nebraska-transportation.org/toasters/> ♦

### 2006 RoadToasters Officers

**President:**

Janice Kollars (*Right-of-Way Division*)

**Vice President, Education:**

Roe Enchayan (*Bridge Division*)

**Vice President, Public Relations Co-Officers:**

Brad Finch (*Materials & Research Division*)

Linda Wilson (*Communication Division*)

**Vice President, Membership Co-Officers:**

Mike Owen (*Roadway Design Division*)

Bob Foreman (*Construction Division*)

**Treasurer:**

Konstantin Bogdanov (*Bridge Division*)

**Secretary:**

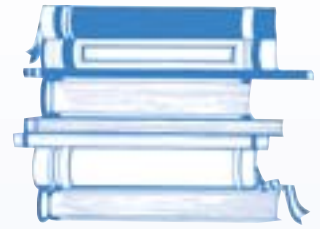
Linda Langdale (*Planning & Project Development Division*)

**Sergeant-at-Arms:**

Katie Duong (*Planning & Project Development Division*)

# Recommended Reading

More good books as recommended by Director John Craig



*"The Roads that Built America: The Incredible Story of the U.S. Interstate System"* by Dan McNichol, 2003, 255 pages.

This is the first of two book reviews during the 50th anniversary of the Interstate. While this review is historical in nature, I intend to do a review in the October/November Roadrunner of highways of the future.

The year following the end of the Revolutionary War, 1784, George Washington reconnoitered 680 miles in five weeks for the purpose of establishing a national road, largely following the path of Nemacolin's Trail. His past surveying and development of such roads as "Braddock's Road" (also following much of Nemacolin's Trail), etc. had taught Washington the importance of good roads in uniting his new country as well as in military defense. In 1806, President Jefferson signed a Congressional Act establishing the National Road and was the beginning of the federal government's involvement in road construction. (The U.S. Army Corps of Engineers supervised the work.)

Finally, the 600-mile long National Road was completed in 1839, including the Wheeling and Belmont Bridge over the Ohio River. With a span of 1,010 feet, it was, at the time, the longest suspension bridge in the world. It is still in service today and is a National Historic Civil Engineering Landmark. After 33 years of construction of 600 miles of highway, the east coast was joined to the Mississippi River. The first part of the road cost \$13,000 per mile, twice its original estimate of \$6,000 per mile. Later, the National Road would become the National Pike, complete with tolls for maintenance and reconstruction, and it was turned over to the control of the states. I am tempted to ask, "what's changed?" (Communities also fought to have the National Road go through their town as their main street since the federal government was paying for it.)

During the last half of the 1800's, the so-called transcontinental railroads provided most mass transportation, but eventually Americans found rail movement limiting. During the 20th century, rail travel as well as inland water navigation has converted largely to freight movement.

With the invention of the first American-made automobile powered by an internal combustion engine in 1893 and the provision in the 1894 Agricultural Appropriations Act for a \$10,000 year-long study on national road conditions and road-making techniques, there was no turning back. Americans very quickly wanted good roads. Forty-eight thousand motor vehicles

were sold in 1905 and this increased to 2.5 million by 1916, an increase of 5,000 percent. That small stipend also led to the creation of the Office of Road Inquiry, the country's first federal road agency. It is also interesting to note that in 1895 Nebraska formed the Bureau of Irrigation which included in its mission the building of roads. In 1902, the American Automobile Association was formed.

In 1903, Dr. H. Nelson Jackson was the first to cross the continental United States by automobile, based on a bet he took up in San Francisco. Arizona, New Mexico and Oklahoma were not states yet. Apparently, when Dr. Jackson arrived in his home state of Virginia with his automobile, he was arrested for speeding more than six miles an hour. The first transcontinental trip by truck was not done until 1911. By the end of World War I, heavy trucks had destroyed nearly every mile of major roadway in the country. In 1919, Dwight D. Eisenhower drove across the nation as part of the U.S. Army's first motorized cross-country expedition over the Lincoln Highway and an experience he would not forget. They destroyed 88 bridges along the way. The Lincoln Highway, or first transcontinental highway, was conceived in 1913, but it was many years before it was little more than a dirt road.

In 1914, the American Association of State Highway Officials (AASHO) was established. In 1916, the Federal Road Act laid the groundwork for federal-aid funding. By 1919, every state had a highway department that qualified it to accept federal road funds. Also in 1919, Oregon became the first state to levy a tax on gasoline. Ten years later nearly every state would have a fuel tax. In 1921, the Federal Highway Act of 1921 formalized the federal-state partnership largely in place for funding roads today. Imbedded in the Act, was the commitment for states to build interstate roads. During this same period, the Defense Highway Map, later called the Pershing Map, was created and foreshadowed the Interstate Highway System began in 1956. In 1925, five men in a room in St. Louis, Missouri created the interstate highway numbering system.

The Revenue Act of 1932 established the first federal tax on gasoline—one cent a gallon. This funding mechanism has served the nation well for nearly three quarters of a century.

Finally, in 1956, the Federal Aid Highway Act created funding for what is now known as the Dwight D. Eisenhower System of Interstate and Defense Highways.

See **Reading** on next page



# We Get Letters ...

March 23, 2006

To Whom It May Concern,

This letter is in regards to the condition of the highways in Saunders County. I needed to travel unexpectedly and very early on Tuesday and was quite impressed with the condition of the roads as I traveled. Although I did encounter some areas of snowpack the roads were quite passable with caution. I was concerned as I had listened to the road conditions in the area before I had to leave and heard of several accidents and closings. So I felt the need to let someone know how appreciative I was with the road conditions along Highway 92 and Highway 77 as I had already traveled in Douglas County and am quite sure that there were more people involved in plowing Highway 275 ...

I am sure that the men and women that operate this machinery work long hours and rarely hear the praise that they deserve. They also put their lives on the line, and have a lot of miles of road to plow, and all I can do is hope that all of the people involved in plowing and sanding our roads, from the supervisors on down to the drivers will know that someone can take just a minute from their day to say thank you for all the hours of labor to keep our roads safe.

Thank you,

Donna Connelly  
Omaha, Nebraska

March 15, 2006

On March 8, my daughter, grandson and I were headed to Kearney in the rain. Just east of the Odessa road on Highway 40 my vehicle hydroplaned and went into the lane of oncoming traffic, thankfully without a collision.

After a wild ride, we ended up nose-down in a steep ditch. We were there for at least 20 minutes before help arrived as no one could see us from the highway.

We want to thank the gentleman who worked for the Nebraska Department of Roads who spotted us and came down to see if we were all right. He stayed with us and helped us out of our car and back up to the highway to get into a warm vehicle before he left.

I didn't get his name, but would like him to know how much we appreciated his help and concern.

Lynda Burman, Keeley Stolp & Ashton Nichols  
Sumner, Nebraska

**Editor's Note:** The helpful NDOR employee was Steward Kurtzhals, Hwy. Maintenance Crew Chief at District 4 Maintenance Shop in Kearney.

**The Department of Roads receives numerous complimentary letters. The letters printed here are representative of those often sent praising the many fine and deserving employees of the Department of Roads.**

## Reading *(continued from page 6)*

In 1974, Nebraska was proud to boast that we were the first state to complete our segment of interstate.

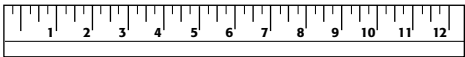
The following is an interesting anecdote about change. Thomas H. McDonald was the Chief of the Bureau of Public Roads from 1919 until 1953. During this time he became known simply as "The Chief." He was a legend in his own time and built, paved and improved over 3,000,000 miles of roadways which quite literally connected Americans. He was accustomed to seeing highway matters on his terms. His research showed that traffic in rural areas simply didn't justify super highways, except in and around the cities.

President Eisenhower had a vision for a super highway system, similar to the German Autobahn he had seen during World War II, that would allow Americans to drive unimpeded and this came into conflict with "The Chief's" view. After 38 years of dedicated service and within weeks

of Eisenhower taking office in 1953, McDonald was asked to resign. What was different that McDonald apparently could not see, was that Eisenhower had not only a "vision" of building a \$50 billion highway program in ten years, but that he had the ability to garner the funding to make it happen.

The rest, as they say, is history. The "Big Dig" completing I-90 and I-93, is the final segment of Eisenhower's "Grand Plan" for the National Interstate System. (The "Big Dig" was at one time to be completed in 2006. I don't know if that is still true, but it has actually taken over 30 years to plan and build.) The Dwight D. Eisenhower System of Interstate and Defense Highways is the largest engineering and construction project the world has ever known.

This is a great read and a great companion piece to "50 Years of Interstate: Nebraska and the Nation" produced by our Communication Division.



# Performance Measures: “Number of Lost Workdays Due to Job-Related Injuries” and “Motor Vehicle Damage Frequency Rate”

This is the eighth in a series of articles featuring performance measures of the Nebraska Department of Roads.

As part of the Department of Roads’ Quality Improvement Program, a Measurement Organizational Improvement Team was chartered in 1995 by the Quality Council. The charter was “to establish an effective method of measuring progress in attaining the department’s mission, vision and values, which include measuring internal and external customer satisfaction.”

Today, the department has nineteen performance measures categorized into five areas: Safety, Construction Administration, Program Delivery, Systems Management and Quality.

The performance measure identified in the Performance Measures Report as “S2” involves the measurement of the number of workdays lost due to employee injuries. The performance measure identified as “S3” involves the measurement of the number of incidents causing damage to department motor vehicles.

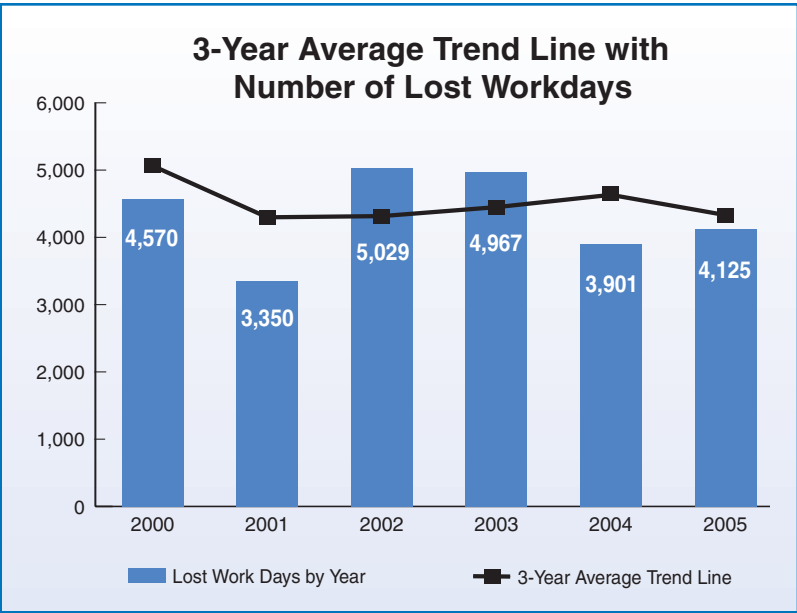
One of the primary outcomes of measuring the number of lost workdays due to job-related injuries and the motor vehicle damage frequency rate is to show the importance that each individual employee has on each measure.

### Peer Support

The goal is to promote an attitude of total commitment to safety throughout the department. Blane Osterman, Personnel Manager, said these measurements are meaningless unless they impact people. “We’re looking at these measures as an organization,

built on the actions of individual people. What’s critical is that *each one of us* realizes that we have a dramatic impact on the incident rate for lost workdays and on the frequency rate for motor vehicle damage. It is a matter of peer support, a team effort to encourage each other to create the safest working environment possible. To understand and acknowledge that our actions directly impact each other.”

Cindy DeCoster, Employee Recognition Program Manager, agreed with that assessment, noting, “These are agency performance measures, but they are built upon the 2,200 individual people that come to work each morning. Each of us contributes to these measures by what we do, or fail to do, daily.” Because injury statistics reflect outcomes, not causes, she cited just a few of the many factors that can impact these numbers, including employee training, turnover, inattention, level of experience, age of and the familiarity with equipment, changes in supervisors and variable weather conditions.



Because the variables for each year often differ, a three-year average was applied to both measures to show a trend line. Also, some additional pieces of information have been added to each measure to help make the data more meaningful. For example, in addition to showing the number of lost workdays due to injuries for each year, the number of injuries with lost hours is shown. This helps to differentiate between a year when there were 100 job-related injuries that each had one lost day, and a year when there was only one job-related injury, but with 100 lost days. In both circumstances, the total number of lost days is 100, but the two years are dramatically different.

DeCoster noted, “We are now able to see more clearly that even one or two people can have a substantial impact on how the numbers look. By showing the data in this way, it becomes much more meaningful, more valuable and more easily understood.”

Osterman emphasized the importance of NDOR employees and their supervisors filling out accident reports and forms accurately and completely, as this information is used for many things, including these performance measures. “We want everyone to understand that this isn’t just paperwork, but it contributes to the accuracy of the data on which we base many decisions.”

Willie Lomack, Safety Specialist, is responsible for

compiling and managing the data for these performance measures by district and division. When comparing NDOR’s Central Complex with the districts, he noted a couple of interesting facts that show the impact each employee has on these performance measures. Even though Central Complex has more people in less safety sensitive positions than employees in the districts, the average number of lost workdays for Central Complex is higher than some of the districts.

Lomack said, “A lot of the incidents at Central Complex are slips and falls, things that could be avoided if an individual or co-worker who might have spilled something cleaned it up. We all contribute to the outcome through our daily behaviors.”

Lomack also noted that the motor vehicle damage frequency rate is determined by two factors: the total number of miles driven and the number of incidents causing damage. At Central Complex, fewer people are driving a state vehicle so if they have just one incident, it significantly impacts the frequency rate for that area.

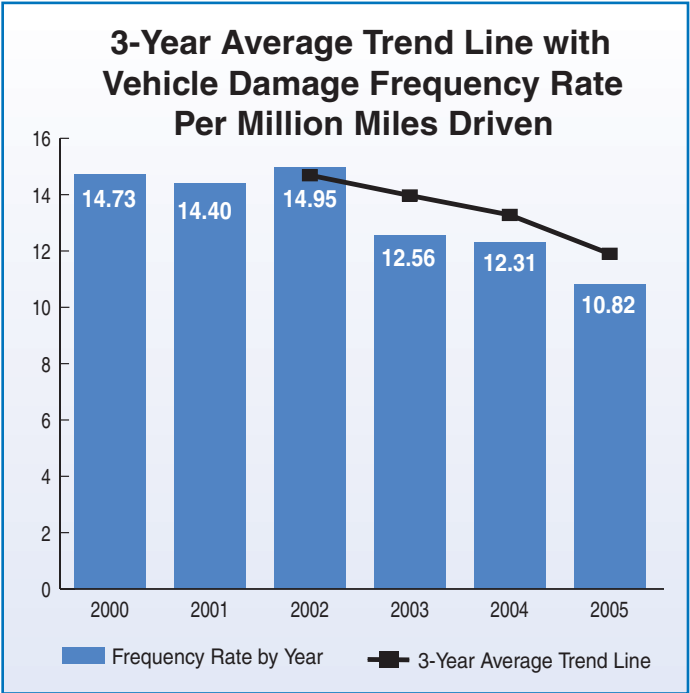
### Goals Achievable

The data for these measurements has been collected for more than ten years. The way the data has been interpreted has changed over the course of those ten years. For example from 1995-1999, equipment accidents were counted with the motor vehicle accidents. This was changed because equipment is logged as hours and motor vehicles are tracked through miles. In addition, beginning January 2006, preventable and non-preventable determinations will not be made and the total number of incidents causing damage will be used for the frequency rate. The goals for both performance measures have

been adjusted to reflect a three-year average, rather than the one-year result, and Osterman believes that they can be achieved in the future. The three-year average goal indicates long-term progress, rather than focusing on year-to-year nuances.

The goal for Lost Workdays Due To Job-Related Injuries is currently set at 4,200 lost workdays per year. That means we want to have fewer people getting injured, and when someone is injured it is less severe and they are able to return to work. In 2004, we achieved 3,901 lost workdays and in 2005, we achieved 4,125 lost workdays. If we are able to maintain this rate for 2006, we will actually be under our goal. For the Motor Vehicle Damage Frequency Rate, the goal has been identified at 11.50 incidents per million miles driven. Fewer incidents causing damage results in lower frequency rates. For 2004, the frequency rate was 12.31 and for 2005, the frequency rate was 10.82. Again, if we are able to maintain the downward trend, this goal is reachable.

According to Osterman, “When the anomalies from year to year are smoothed out, we are able to get more relevant information that will help us get a clearer picture of where we are now in order to maintain a concerted effort to achieve the goals. We want the goal to be something that is achievable



and to eliminate reasons for not reaching the goal. We want to stay consistent and then we can raise the bar to the next level.”

Osterman stressed that achieving both of these performance goals is a team effort, with each NDOR employee responsible for the outcome.

“This is a living document that is applicable for every individual. It is something that has meaning and value for each one of us, because we each contribute to the end result. And there are two parts: Not only are we contributing to improving these rates by taking precautions to avoid accidents, we are also responsible to help other members of our team to ensure they are also taking precautions. Through this peer support, we can increase cultural awareness of our daily behaviors. If we can achieve that, we can make a significant impact on both performance measures.”◆



# Job Directory

NDOR Highway Improvement Projects Currently Under Contract as of 5/5/06

**Location**  
**Work Description**  
**Prime Contractor**  
**Project Manager**  
**Contract Bid Amount**

## Key:

Aggregate - Agg  
Bituminous - Bit  
Bridge - Br  
Building - Bldg  
Concrete Pavement - ConPav  
Culverts - Culv  
Electrical - Elec  
Grading - Gr  
Guardrail - Gdrl  
Mechanically Stabilized Earth - MSE  
Seeding - Seed



## District 1

Pioneers Blvd., Lincoln  
Br  
Christensen Bros., Inc.  
Dearmont, Virgil (402)441-7681  
\$796,845.85

Waverly North  
Gr, Culv, Seed, Br, Gdrl  
Elk Horn Construction Co.  
Dearmont, Virgil (402)441-7681  
\$811,844.63

Julian East  
Br  
L.J. Webb Contractor, Inc.  
Lautenschlager, Chris (402)421-1717  
\$645,630.44

Lincoln Surveyors Building  
Lincoln Surveyors Building  
Rogge General Contractors, Inc.  
Wood, Glenda (402)479-4498  
\$658,029.00

Daykin East  
Bit  
Werner Construction, Inc.  
Endorf, Dennis (402)729-3489  
\$1,325,716.05

Diller North  
Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Endorf, Dennis (402)729-3489  
\$1,598,321.22

Dorchester South  
Gr, Culv, Seed, Br, Gdrl, Bit  
Constructors, Inc.  
Vandegrift, Allen (402)729-3489  
\$2,999,076.23

Dorchester Southeast  
Gr, Culv, Br, Gdrl  
L.J. Webb Contractor, Inc.  
Vandegrift, Allen (402)729-3489  
\$404,470.87

I-80 to Seward  
Bit  
Pavers Companies  
Vandegrift, Allen (402)729-3489  
\$589,842.35

Tecumseh West  
Gr, Culv, Seed, Gdrl, Bit  
Werner Construction, Inc.  
Hitzeman, Don (402)335-4131  
\$1,676,877.11

Brock - Lorton  
Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Hitzeman, Don (402)335-4131  
\$562,371.66

In Syracuse  
Bit  
Pavers Companies  
Hitzeman, Don (402)335-4131  
\$299,497.01

Lorton East  
Seed, Br, Gdrl, Bit  
Constructors, Inc.  
Hitzeman, Don (402)335-4131  
\$1,635,544.66

Ashland South & East  
Gr, Culv, Seed, Gdrl, Elec, Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Sidiqi, Abdul (402)471-0850  
\$4,732,948.07

Bridge Over I-80 @ Arbor Rd.  
Gr, Culv, Seed, Br, Gdrl, Fence  
A.M. Cohron & Son, Inc.  
Niazi, Babrak (402)471-0850  
\$2,755,958.99

Eagle East  
Specialty  
Monarch Oil, Inc.  
Niazi, Babrak (402)471-0850  
\$187,103.92

US-6/Amberly St., Waverly  
Gr, ConPav, Culv, Elec  
Pavers Companies  
Niazi, Babrak (402)471-0850  
\$78,989.74

84th St. - Waverly (WB)  
Bit  
Pavers Companies  
Niazi, Babrak (402)471-0850  
\$595,337.48

Dynamic Message Signs -  
Districts 1, 2 & 3  
Culv, Gdrl, Sign  
Watts Electric Company  
Knutson, Dewaine (402)471-0850  
\$868,187.55

Platte River Bridges  
Gr, MSE Wall, ConPav, Culv, Seed,  
Br, Gr, Fence, Sign, Elec  
Hawkins Construction Co.  
Knutson, Dewaine (402)471-0850  
\$45,189,781.90

Julian North & South  
Gr, ConPav, Culv, Seed, Elec  
Dobson Bros. Construction Co.  
& Affiliates  
Cary, Bill (402)335-4131  
\$12,645,541.65

Pawnee City Southeast  
Bit  
Constructors, Inc.  
Cary, Bill (402)335-4131  
\$1,092,332.23

Cook Southwest  
Gr, Culv  
TCW Construction, Inc.  
Cary, Bill (402)335-4131  
\$200,268.64

Tecumseh South  
Gr, ConPav, Culv, Seed  
Dobson Bros. Construction Co.  
& Affiliates  
Habegger, Michael (402)335-4131  
\$3,596,981.22

Table Rock West  
Gr, Culv, Seed, Elec, Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Habegger, Michael (402)335-4131  
\$2,641,879.16

Sterling East  
Gr, Bit  
Pavers Companies  
Habegger, Michael (402)335-4131  
\$119,646.52

E. Jct. US-136/N-67 Brownville  
Elec  
Dominion Construction Co.  
Habegger, Michael (402)335-4131  
\$11,288.60

Table Rock North  
Gr, Br, Gdrl  
The Diamond Engineering Co.  
Habegger, Michael (402)335-4131  
\$838,535.80

Van Dorn St. - 59th St., Lincoln  
Gr, Culv, Gdrl, Elec, Bit  
Pavers Companies  
Sanburn, Bob (402)471-0850  
\$2,813,942.25

US-77 So. Intrchg. to I-180, Lincoln  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Fence, Elec, Sign  
Dobson Bros. Construction Co.  
& Affiliates  
England, Jim (402)471-0850  
\$28,886,121.30

Seward West  
Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Preble, Rodger (402)471-0850  
\$1,826,740.58

Waverly Interchange  
Gr, ConPav, Br, Gdrl, Elec  
Hawkins Construction Co.  
Preble, Rodger (402)471-0850  
\$983,501.98

K & L Interchange  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Fence, Elec, Sign  
Dobson Bros. Construction Co.  
& Affiliates  
Traudt, Bob (402)471-0850  
\$10,119,343.74

Warlick Interchange Grading  
Gr  
Land Construction, Inc.  
Traudt, Bob (402)471-0850  
\$854,205.40

Adams Northwest  
Gr, Br, Gdrl  
L.J. Webb Contractor, Inc.  
Traudt, Bob (402)471-0850  
\$464,149.48

Lincoln West  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Elec  
Dobson Bros. Construction Co.  
& Affiliates  
Hobelman, Ryan (402)471-0850  
\$12,430,182.09

Little Salt Creek Bridge (WB)  
Br  
JMN Construction, LLC  
Kuehn, Joseph (402)471-0850  
\$642,572.09

W. Jct. N-79 West  
Bit  
Constructors, Inc.  
Kuehn, Joseph (402)471-0850  
\$1,016,231.15



## District 2

Papillion West  
Gr, ConPav, Culv, Br, Gdrl  
MCC, LLC  
Peterson, Roger (402)255-3831  
\$2,214,618.79

Platte River East  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Elec  
Hawkins Construction Co.  
Brown, Darin G (402)727-3292  
\$8,790,130.15

Blair - Kennard  
Gr, Culv, Br, Gdrl, Elec, Bit  
Luxa Construction Co., Inc.  
Brown, Darin G (402)727-3292  
\$4,244,619.96

Fremont East Bypass  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Fence, Elec, Sign  
Werner Construction, Inc.  
Veverka, Frank (402)727-3292  
\$26,555,563.32

I-480 WB/US-75 NB Bridge  
Over Burt St., Omaha  
Gr, MSE Wall, ConPav, Culv,  
Br, Gdrl, Fence, Elec, Sign  
Hawkins Construction Co.  
Baehr, Dennis (402)595-2534  
\$17,399,999.32

Maple St. - Fort St., Omaha  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Fence, Elec, Sign  
Chas. Vrana & Son Const. Co.  
Farivari, Mo (402)595-2534  
\$15,416,759.67

Gretna - Q St.  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Elec  
Chas. Vrana & Son Constr. Co.  
Farivari, Mo (402)595-2534  
\$12,569,244.55

Blondo St. Noise Wall, Omaha  
Specialty  
Hawkins Construction Co.  
Wilson, Bill (402)595-2534  
\$702,718.23

174th St. - 198th St, Omaha  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Fence, Elec, Sign  
Chas. Vrana & Son Constr. Co.  
Khalaf, Zahi (402)595-2534  
\$15,703,247.66

Waterloo Southeast  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Fence, Elec, Sign  
Hawkins Construction Co.  
Weander, Marty (402)595-2534  
\$20,452,885.99

60th St. Interchange on I-80  
ConPav  
Hawkins Construction Co.  
Weander, Marty (402)595-2534  
\$628,598.22

72nd St., N-36 to I-680, Omaha  
Gr, ConPav, Culv, Seed,  
Gdrl, Fence, Elec  
Chas. Vrana & Son Constr. Co.  
Weander, Marty (402)595-2534  
\$5,273,885.67

Melia Hill WB Rest Area  
Bldg.  
Judds Bros. Construction Co.  
Fisher, Rick (402)595-2534  
\$937,525.33

N-370 to Ruff Road  
Gr, ConPav, Culv, Seed,  
Gdrl, Fence, Elec, Sign  
Hawkins Construction Co.  
Fisher, Rick (402)595-2534  
\$39,143,149.79

Pflug Road Bridge  
Gr, MSE Wall, Culv, Br, Gdrl, Fence  
Hawkins Construction Co.  
Fisher, Rick (402)595-2534  
\$3,172,179.51

Melia Hill WB Rest Area  
Landscaping  
D.F. Lanoha Landscape Nurs., Inc.  
Fisher, Rick (402)595-2534  
\$12,985.00

Hooper East & West  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Elec, Sign  
Werner Construction, Inc.  
Jacobs, Micky (402)727-3292  
\$22,401,622.91

Bennington Northeast  
Gr, Br, Gdrl  
Chas. Vrana & Son Constr. Co.  
Kuehner, Chris (402)595-2534  
\$301,434.73

Omaha Vehicle Storage Facility  
Omaha Vehicle Storage Facility  
Judds Bros. Construction Co.  
Kuehner, Chris (402)595-2534  
\$619,450.00

Districts Operations Center  
Districts Operations Center  
Prairie Construction Company  
Kuehner, Chris (402)595-2534  
\$1,523,000.00

West Dodge Road (WB)  
Expressway Bridge 108th - 120th  
Gr, ConPav, Culv, Br, Spec,  
Elec, Sign  
Hawkins Construction Co.  
Zelensky, Rich (402)595-2534  
\$62,989,885.92

WB Bridges Over 108th St., Omaha  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Elec, Sign  
Hawkins Construction Co.  
Zelensky, Rich (402)595-2534  
\$8,432,214.45

Springfield North  
Gr, ConPav, Culv, Seed, Br, Elec  
Cedar Valley Corp. & Subsidiaries  
Rankin, Robert (402)595-2534  
\$10,491,763.71

## District 3

Tekamah South  
Bit  
Werner Construction, Inc.  
Francis, Jeff (402)375-7071  
\$507,411.77

District 3 - Districtwide  
Specialty  
Vogel Traffic Services, Inc.  
Francis, Jeff (402)375-7071  
\$301,831.97  
Homer South  
Gr, Culv, Br, Gdrl, Bit  
Graves Construction Co., Inc.  
Francis, Jeff (402)375-7071  
\$550,079.23

Pierce Southeast  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
Davis, Rob (402)370-3474  
\$2,275,252.29

Jct. N-32 @ Madison North  
Bit  
Werner Construction, Inc.  
Davis, Rob (402)370-3474  
\$4,303,856.85

Norfolk West  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Elec  
Werner Construction, Inc.  
Davis, Rob (402)370-3474  
\$20,299,017.48

Osmond East  
Gr, ConPav, Culv, Br, Gdrl  
Herbst Construction, Inc.  
Becker, Roger (402)254-6552  
\$2,062,925.73

Bloomfield Northwest  
Gr, Culv, Br, Gdrl  
Christensen Bros., Inc.  
Becker, Roger (402)254-6552  
\$452,073.41

Jackson East  
Gr, ConPav, Culv, Seed, Elec  
Werner Construction, Inc.  
Becker, Roger (402)254-6552  
\$4,590,436.36

US-30/23rd St., Columbus  
Gr, ConPav, Culv, Elec, Sign  
M.E. Collins Contracting Co., Inc.  
Anderson, David (402)564-5751  
\$1,563,013.98

Schuyler Northwest  
Gr, Culv, Seed, Br, Gdrl  
A.M. Cohron & Son, Inc.  
Anderson, David (402)564-5751  
\$739,842.18

Stanton Southwest  
Gr, Br, Gdrl  
A.M. Cohron & Son, Inc.  
Anderson, David (402)564-5751  
\$279,752.71

Stanton Southwest  
Culv  
TCW Construction, Inc.  
Anderson, David (402)564-5751  
\$110,177.46

Schuyler Northeast  
Gr, Br, Gdrl  
Herbst Construction, Inc.  
Anderson, David (402)564-5751  
\$580,259.83

Albion Northeast  
Gr, Culv, Br, Gdrl, Bit  
Herbst Construction, Inc.  
Trosper, Steven (402)564-5751  
\$1,562,233.05

Albion Equipment Storage Facility  
Albion Equipment Storage Facility  
J.H. Hespe Company, Inc.  
Trosper, Steven (402)564-5751  
\$286,643.00

Nance/Platte Co. Line - Jct. US-81  
Bit  
Werner Construction, Inc.  
Trosper, Steven (402)564-5751  
\$2,136,464.85

Wayne North  
Gr, ConPav, Culv, Seed, Fence, Elec  
A & R Construction Co.  
Brummond, Scott (402)375-7071  
\$1,658,440.65

In Wayne  
Gr, ConPav, Culv, Br, Gdrl, Elec  
A & R Construction Co.  
Brummond, Scott (402)375-7071  
\$2,426,281.58

Wynot Southeast  
Gr, Culv, Seed, Br, Gdrl  
Elk Horn Construction Co.  
Wiebelhaus, Bob (402)254-6552  
\$670,846.65

Fordyce West  
Gr, Culv, Seed, Br, Gdrl  
Elk Horn Construction Co.  
Wiebelhaus, Bob (402)254-6552  
\$382,725.92

Laurel North & East  
Bit  
Paulsen, Inc.  
Wiebelhaus, Bob (402)254-6552  
\$2,152,166.07

Carroll North & South  
Bit  
Paulsen, Inc.  
Wiebelhaus, Bob (402)254-6552  
\$1,429,240.49

Wausa North  
Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Wiebelhaus, Bob (402)254-6552  
\$1,726,449.07

Wynot Southwest  
Gr, Culv, Seed, Br, Gdrl  
Herbst Construction, Inc.  
Wiebelhaus, Bob (402)254-6552  
\$394,048.10

Winside Southeast  
Gr, Culv, Br, Gdrl  
Herbst Construction, Inc.  
Schulz, Ron (402)370-3474  
\$380,125.06

Norfolk North  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Elec  
Dobson Bros. Construction Co.  
& Affiliates  
Schulz, Ron (402)370-3474  
\$8,592,417.11

Winside Southwest  
Bit  
Werner Construction, Inc.  
Schulz, Ron (402)370-3474  
\$112,169.89

Pierce Northeast  
Gr, Br, Gdrl  
Commercial Construction, Inc.  
Schulz, Ron (402)370-3474  
\$251,251.51

Pilger West  
Gr, ConPav, Culv, Br, Gdrl  
Herbst Construction, Inc.  
Lollman, Doug (402)370-3474  
\$476,864.45

Royal - Plainview  
Specialty  
Ballou Construction Co., Inc.  
Lollman, Doug (402)370-3474  
\$784,468.90

Pierce to US-81  
Specialty  
Monarch Oil, Inc.  
Lollman, Doug (402)370-3474  
\$212,195.25

N-121 to US-81  
Gr, Culv, Seed, Gdrl, Elec, Bit  
Werner Construction, Inc.  
Lollman, Doug (402)370-3474  
\$2,081,952.79

## District 4

Fullerton Northwest  
Br  
The Diamond Engineering Co.  
Lilley, Brendan (308)632-2123  
\$453,192.04

Roseland Southwest  
Gr, Culv, Br, Gdrl, Bit  
L.J. Webb Contractor, Inc.  
Lautenschlager, Chris (402)421-1717  
\$940,685.87

Clarks South  
Gr, Culv, Seed, Bit  
Werner Construction, Inc.  
Kleffner, Michael (308)385-6888  
\$874,540.55

Hastings - Doniphan (NB)  
Bit  
Werner Construction, Inc.  
Ruxton, Bob (402)462-1996  
\$1,557,363.08

East of Elm Creek - Kearney  
Specialty  
Kirk Barnes Construction, Inc.  
Kohmetscher, Lyle (402)462-1996  
\$372,318.60

Miller to Custer Co. Line  
Gr, Culv, Seed, Br, Gdrl, Bit  
Paulsen, Inc.  
Farber, Tom (308)865-5434  
\$2,669,487.27

Elm Creek South  
Gr, ConPav, Culv, Seed, Br,  
Gdrl, Fence, Elec, Sign  
Paulsen, Inc.  
Farber, Tom (308)865-5434  
\$7,497,827.44

Kearney North  
Gr, ConPav, Culv, Seed,  
Br, Gdrl, Elec  
Werner Construction, Inc.  
Farber, Tom (308)865-5434  
\$5,884,195.46

Miller - Amherst  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
Farber, Tom (308)865-5434  
\$2,782,060.37

Amherst South  
Br  
Simon Contractors & Subsidiaries  
Farber, Tom (308)865-5434  
\$310,228.78

Elba Northwest  
Culv  
L.J. Webb Contractor, Inc.  
Kwiatkowski, Rick (308)754-5411  
\$234,637.20

District 4 - Districtwide  
Br, Gdrl  
Cement Products, Inc.  
Kwiatkowski, Rick (308)754-5411  
\$596,159.80

In Genoa East & North  
Gr, ConPav, Culv, Br, Gdrl, Elec  
Paulsen, Inc.  
Kwiatkowski, Rick (308)754-5411  
\$3,727,114.59

Stromsburg Southwest  
Br  
Wilke Contracting Corp.  
Grooms, Jerry (402)362-5934  
\$233,057.31

In Hebron  
Gr, ConPav, Culv, Gdrl  
Castle Construction, Inc.  
Grooms, Jerry (402)362-5934  
\$868,251.82

York North & South  
Gr, ConPav, Culv, Seed,  
Br, Gdrl Elec  
Dobson Bros. Construction Co.  
& Affiliates  
Anderson, Tom (402)362-5934  
\$18,182,230.53

York North & South Noise Wall  
Culv  
Garcia-Chicoine Enterprises, Inc.  
Anderson, Tom (402)362-5934  
\$546,504.20

Kearney Viaduct  
Br  
Wilke Contracting Corp.  
Nordhues, Bob (308)385-6265  
\$864,404.65

I-80 to US-30  
Specialty  
Monarch Oil, Inc.  
Nordhues, Bob (308)385-6265  
\$104,094.93

Hebron Vehicle Storage Addition  
Hebron Vehicle Storage Addition  
Caspers Construction Co.  
Sander, Gary (308)385-6265  
\$628,606.00

Ravenna Viaduct  
Gr, ConPav, Culv, Br, Gdrl, Elec  
Christensen Bros., Inc.  
Weber, Kirk (308)385-6888  
\$4,212,903.12

In Grand Island & South  
Specialty  
Monarch Oil, Inc.  
Weber, Kirk (308)385-6888  
\$183,481.25

Doniphan North  
Gr, Seed, Br, Gdrl, Elec, Bit  
Werner Construction, Inc.  
Weber, Kirk (308)385-6888  
\$2,456,679.21

N-70 to N-11  
Gr, Br, Gdrl, Bit  
Werner Construction, Inc.  
Woodgate, Gerald (308)385-6888  
\$2,116,617.28

Merrick Co. Line West  
Gr, ConPav, Culv, Seed, Elec  
Dobson Bros. Construction Co.  
& Affiliates  
Gripenstroh, Scott (308)385-6888  
\$5,123,897.10

In Central City  
Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Gripenstroh, Scott (308)385-6888  
\$657,893.68

Central City East  
Bit  
Dobson Bros. Construction Co.  
& Affiliates  
Gripenstroh, Scott (308)385-6888  
\$1,720,793.63

Gibbon Interchange  
Elec  
Ensley Electrical Services, Inc.  
Catlett, Terry (308)385-6265  
\$98,174.35

Hazard East  
Culv  
The Diamond Engineering Co.  
Catlett, Terry (308)385-6265  
\$73,413.17

Guide Rock North  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
Meyer, Steve (402)462-1996  
\$3,698,927.08

Superior Northeast  
Br  
L.J. Webb Contractor, Inc.  
Meyer, Steve (402)462-1996  
\$331,513.68

Oak South  
Gr, Culv  
Van Kirk Sand & Gravel, Inc.  
Meyer, Steve (402)462-1996  
\$145,191.75

## District 5

Angora South  
Bit  
Werner Construction, Inc.  
Frickey, Russ (308)262-1929  
\$1,886,608.10

West Sidney Interchange  
Elec  
Watts Electric Company  
Frickey, Russ (308)262-1929  
\$104,149.60

Oshkosh Interchange  
Elec  
Watts Electric Company  
Frickey, Russ (308)262-1929  
\$95,442.90

Scottsbluff West  
Gr, Culv, Seed, Gdrl, Bit  
Werner Construction, Inc.  
Applegate, Joe (308)632-1429  
\$4,984,306.78

Lyman West & South  
Bit  
Werner Construction, Inc.  
Applegate, Joe (308)632-1429  
\$404,164.50

Beltline Hwy South In Scottsbluff  
Gr, ConPav  
Simon Contractors & Subsidiaries  
Applegate, Joe (308)632-1429  
\$172,059.33

Scottsbluff - Gering Bypass  
Gr, ConPav, Culv, Seed,  
Gdrl, Fence Elec Sign  
Upper Plains Contracting, Inc.  
Applegate, Joe (308)632-1429  
\$8,398,848.08

Marsland South  
Gr, Culv, Seed, Br, Gdrl, Bit  
Perrett Construction, Ltd.  
Carnahan, Brian (308)432-6144  
\$4,448,654.86

Ellsworth North  
Gr, Culv, Bit  
Western Engineering Co., Inc.  
Carnahan, Brian (308)432-6144  
\$3,393,653.37

Harrison Maintenance Facility  
Harrison Maintenance Facility  
Simon Contractors & Subsidiaries  
Carnahan, Brian (308)432-6144  
\$445,000.00

Harrison Salt Storage Facility  
Harrison Salt Storage Facility  
Paul Reed Constr. & Supply, Inc.  
Carnahan, Brian (308)432-6144  
\$57,880.00

Bayard East  
Gr, ConPav, Culv  
Simon Contractors & Subsidiaries  
Hilderbrand, Sylvia L (308)262-1920  
\$394,926.67

N-71 East  
Gr, Culv, Seed, Gdrl, Bit  
Western Engineering Co., Inc.  
Rhamy, Wayne (308)632-1429  
\$3,306,776.73

Harrisburg Spur  
Culv, Seed, Bit  
Western Engineering Co., Inc.  
Rhamy, Wayne (308)632-1429  
\$585,809.44

Gering Maintenance Facility  
Maintenance Facility  
Heggen Construction, Inc.  
Rhamy, Wayne (308)632-1429  
\$4,294,341.46

Big Springs West  
ConPav, Br, Gdrl  
Simon Contractors & Subsidiaries  
Johnson, James (308)262-1929  
\$2,181,336.39

Pine Bluffs, Bushnell & N-19 Bridges  
ConPav, Br, Gdrl  
Reiman Corp.  
Johnson, James (308)262-1929  
\$1,128,837.65

Bridgeport South & West  
Bit  
Dustrol, Inc.  
Johnson, James (308)262-1929  
\$215,374.40

In Harrisburg  
Bit  
Werner Construction, Inc.  
Johnson, James (308)262-1929  
\$272,920.75

## District 6

Sutherland Northeast  
Br  
Simon Contractors & Subsidiaries  
Harter, Lance (402)234-6456  
\$248,900.42

Paxton Northwest  
Bit  
Western Engineering Co., Inc.  
Harter, Lance (402)234-6456  
\$897,911.07

In Westerville  
Br  
Wilke Contracting Corp.  
Lautenschlager, Chris (402)421-1717  
\$368,338.70

Mullen South  
Bit  
Paulsen, Inc.  
Pettigrew, Don (402)376-3421  
\$2,045,603.44

Prospect Rd., Lexington  
Elec  
Dominion Construction Co.  
Morrell, Richard (308)535-8033  
\$89,758.45

Gothenburg  
Salt Dome & Conveyor System  
Dome Corp. of North America  
Morrell, Richard (308)535-8033  
\$647,965.00

Lexington Northeast  
Gr, Culv  
L.J. Webb Contractor, Inc.  
Leach, Roy (308)535-8033  
\$206,849.81

Overton Southeast  
Gr, Br, Gdrl  
Simon Contractors & Subsidiaries  
Leach, Roy (308)535-8033  
\$240,938.72

Callaway Southeast  
Gr, Br, Gdrl  
The Diamond Engineering Co.  
Leach, Roy (308)535-8033  
\$803,770.77

Cozad East  
Bit  
Paulsen, Inc.  
Leach, Roy (308)535-8033  
\$1,377,551.02

Oconto - Eddyville  
Specialty  
Sta-Bilt Construction Co.  
Beavers, John (308)872-6735  
\$154,208.00

Brewster West  
Specialty  
Sta-Bilt Construction Co.  
Beavers, John (308)872-6735  
\$94,366.80

Dynamic Message Signs -  
Districts 4, 5 & 6  
Gdrl, Sign  
Watts Electric Company  
Thomsen, Toby (308)535-8033  
\$819,302.90

Overton Link  
Gr, MSE Wall, Culv, Seed, Br,  
Gdrl, Elec, Bit  
Paulsen, Inc.  
Thomsen, Toby (308)535-8033  
\$6,365,563.52

Stapleton Maintenance Facility  
Stapleton Maintenance Facility  
Simon Contractors & Subsidiaries  
Thomsen, Toby (308)535-8033  
\$1,085,000.00

Dickens East  
Gr, Culv, Bit  
Western Engineering Co., Inc.  
Sawyer, Harlan (308)535-8033  
\$4,333,835.25

Brady South  
Gr, Culv, Seed, Br, Gdrl, Elec, Bit  
Capital Contractors, Inc.  
Brinker, Gary (308)535-8033  
\$9,965,526.75

Arthur South  
Specialty  
Sta-Bilt Construction Co.  
Lewandowski, Daniel (308)535-8031  
\$292,410.40

Mullen North & South  
Specialty  
Sta-Bilt Construction Company  
Lewandowski, Daniel (308)535-8031  
\$363,305.40



Eddyville East  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
White, Dennis (308)872-6735  
\$3,728,873.15

Broken Bow South  
Gr, Culv, Bit  
Werner Construction, Inc.  
White, Dennis (308)872-6735  
\$12,720,608.55

Oconto South  
Bit  
Werner Construction, Inc.  
White, Dennis (308)872-6735  
\$2,328,661.54

North Jct. N-23/US-83 West  
Specialty  
Sta-Bilt Construction Co.  
Pedersen, Troy (308)535-8031  
\$84,395.00

Brady - Gothenburg  
Specialty  
Sta-Bilt Construction Co.  
Pedersen, Troy (308)535-8031  
\$178,274.20

North Platte Northwest  
Specialty  
Sta-Bilt Construction Co.  
Pedersen, Troy (308)535-8031  
\$131,034.50

## District 7

In Wauneta  
Gr, ConPav, Culv  
Paulsen, Inc.  
Wolford, Greg (308)345-2370  
\$1,149,652.20

US-6 to Oxford  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
Kuhn, Kenton (308)995-5397  
\$2,894,323.43

E. 7th St. East, McCook  
Gr, ConPav, Culv, Elec  
Werner Construction, Inc.  
Collins, Duane (308)345-8490  
\$2,853,608.66

Cambridge - Holbrook  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
Collins, Duane (308)345-8490  
\$5,195,002.27

In Holbrook  
Bit  
Werner Construction, Inc.  
Collins, Duane (308)345-8490  
\$185,384.98

Curtis - Stockville  
Bit  
Paulsen, Inc.  
Ziebell, Roger (308)345-8490  
\$1,453,876.36

Imperial Equipment Storage Bldg.  
Imperial Equipment Storage Bldg.  
BD Construction, Inc./Kearney  
Ziebell, Roger (308)345-8490  
\$211,890.00

Grant Maintenance Facility  
Grant Maintenance Facility  
Simon Contractors & Subsidiaries  
Ziebell, Roger (308)345-8490  
\$303,100.00

In Holdrege  
Bit  
Werner Construction, Inc.  
Sell, Tim (308)995-5397  
\$774,288.77

Edison South  
Bit  
Werner Construction, Inc.  
Dietz, Mark (308)995-5397  
\$263,894.74

District 7 - Districtwide  
Specialty  
Vogel Traffic Services, Inc.  
Dietz, Mark (308)995-5397  
\$706,206.22

Holbrook to N-46  
Gr, Culv, Seed, Br, Gdrl, Bit  
Werner Construction, Inc.  
Doyle, Kelly (308)345-8490  
\$7,343,552.73

N-46 to Holdrege  
Bit  
Werner Construction, Inc.  
Doyle, Kelly (308)345-8490  
\$4,986,708.26

## District 8

North Loup Br., Burwell  
Gr, ConPav, Culv, Br, Gdrl, Elec  
A & R Construction Co.  
Colfack, Gene (402)336-2051  
\$3,047,658.52

Newport - O'Neill  
Gr, Culv, Seed, Bit  
Werner Construction, Inc.  
Rau, Larry (402)387-2471  
\$10,490,764.49

Taylor Northwest  
Br  
A.M. Cohron & Son, Inc.  
Rudnick, Michael (402)387-2471  
\$329,186.50

Bassett East  
Bit  
Werner Construction, Inc.  
Rudnick, Michael (402)387-2471  
\$1,566,308.95

Taylor Maintenance Facility  
Taylor Maintenance Facility  
Paulsen, Inc.  
Rudnick, Michael (402)387-2471  
\$1,045,500.00

Sheridan/Cherry Co. Line East  
Specialty  
Ballou Construction Co., Inc.  
Gustafson, Jay (402)376-1352  
\$309,328.70

Valentine East  
Specialty  
Ballou Construction Co., Inc.  
Gustafson, Jay (402)376-1352  
\$529,146.48

District 8 - Districtwide  
Specialty  
Vogel Traffic Services, Inc.  
Adkisson, Jason (402)387-2471  
\$797,346.62

### Key:

Aggregate - Agg  
Bituminous - Bit  
Bridge - Br  
Building - Bldg  
Concrete Pavement - ConPav  
Culverts - Culv  
Electrical - Elec  
Grading - Gr  
Guardrail - Gdrl  
Mechanically Stabilized Earth - MSE  
Seeding - Seed

# Fuel Economy Driving Tips for You

We are all feeling the pinch of higher fuel prices at home and at work. The Department of Roads purchased 3.2 million gallons of fuel in FY2005. A 5 percent increase in fuel economy would save 160,000 gallons. At \$2.85/gallon, the savings would be \$456,000. The following driving tips from the Department of Environment and Natural Resources could save 5 percent or even more.

- Go easy on the gas and brake pedals - avoid jackrabbit starts and sudden braking. Pretend you have an egg between your foot and the gas pedal.
- Avoid long idles - idling burns more gas than restarting an engine. It is a department policy that an engine shall not idle more than three minutes on any automobile, pickup, truck or other similar type of equipment. This policy is especially important at this time due to high fuel prices and the consideration of engine wear and damage caused by excessive idling.
- Avoid high speeds. Mileage improves by 15 percent at 55 mph rather than 65 mph. As a rule of thumb, you can assume that each 5 mph you drive over 60 mph is like paying an additional \$0.19 per gallon of gasoline. Observing speed limits is also safer.
- If your vehicle has overdrive, use it. In manual transmissions, the lower the shift speed the higher the

fuel economy. Read your owner's manual for more information.

- Don't carry unneeded items in the trunk, as extra weight decreases mileage. However, do place items in the trunk or the vehicle instead of using the roof racks. They increase drag, which will reduce fuel efficiency by as much as five percent.
- Keep tires properly inflated and aligned.
- Get regular tune-ups and maintenance checks. Worn spark plugs, dragging brakes, faulty oxygen sensors, engine timing problems, low transmission fluid and transmission problems reduce fuel efficiency.
- Check and replace air filters regularly. Clean filters can improve mileage by as much as 10 percent.
- Use cruise control on the highway. Constant speeds typically save gas.
- Use the grade of motor oil recommended by the manufacturer.
- If you have more than one vehicle, use the one that gets the better fuel mileage.

Detailed information on fuel conservation techniques and testing can be found on the main NDOR Intranet page at <http://www.dor.state.ne.us/area-intranet.htm>. ♦



# Watch out for the Insects of Summer

By Jane Brommer, RN



Summer is again upon us and a reminder of ways to deal with “creepy-crawly” insects is in order. The main concerns in our area are ticks, mosquitoes and brown recluse spiders. Tick bites carry the risk of Lyme disease. Mosquitoes carry the risk of West Nile virus and a brown recluse spider bite can cause tissue

sloughing and even loss of parts of limbs.

Most ticks do not carry disease; however, it is important to remove a tick as soon as you discover one. Use a fine-tipped tweezers to remove a tick. Do not handle the tick with your bare hands. Wear gloves or use a paper towel or tissue. Grasp it close to its mouth and pull straight out. Do not cover the tick with Vaseline, nail polish, gasoline or rubbing alcohol. After removal, wash with soap and water and apply antibiotic ointment. Save the tick in a jar filled with rubbing alcohol for later identification. Check yourself and your pets for ticks when you have been in areas where they may be present.

West Nile virus is spread by the bite of a mosquito that has fed off the blood of a bird infected with the virus. Most healthy individuals will suffer no consequence if bitten by a mosquito carrying the virus. Older persons or persons who have a compromised immune system are most at risk. In mild cases, there may be flu-like symptoms, including fever, headache and body aches. Some people may also develop a mild rash or swollen lymph nodes. More serious effects include meningitis, encephalitis and acute flaccid paralysis. Meningitis is

inflammation of the brain or spinal cord. Encephalitis is inflammation of the brain itself. Acute flaccid paralysis is a polio-like syndrome that can result in the loss of function of one or more limbs. These conditions can be fatal. Anyone who develops a sudden onset of any of these symptoms should seek immediate medical attention.

## Prevention

Prevention of both Lyme disease and West Nile virus is the best treatment. The use of insect repellents containing DEET is the best prevention. One has to be diligent in the use of these, including short exposures as well as special outings. In the case of ticks, it is helpful to wear tight-fitting clothing around your ankles and wrists to discourage attachment to your body.

Brown recluse spiders like to hide in dark out-of-the-way places like attics, closets and other closed places. When reaching into that type of area, *always* wear gloves and long sleeves. In the case of attics or other dark areas it is helpful to turn on a light or expose the area for about 30 minutes before entering or reaching into it. If you are bitten by a brown recluse, it is important to seek immediate medical attention as the acute redness and swelling quickly progress to tissue destruction. Once this tissue destruction begins to occur sometimes there is little that can be done.

Some years are worse for mosquitoes and ticks than others, depending on moisture and climate. This summer, protect yourself with common-sense rules, dressing for your specific activity and wearing your insect repellent. Remember your sunscreen as well and have a safe and healthy summer.

# NDOR Events Calendar

## — June —

### National Safety Month

- 3 National Trails Day**
- 3-11 Nebraska Wildflower Week**
- 13 New Employee Orientation Program**  
*Rm. 152, 5001 S. 14th (the "Hill")*  
*Contact Carrie Williams @ 479-4870*
- 14 RoadToasters**  
*11:00 a.m. - 12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 15 Project Scheduling Meeting**  
*8:30 a.m. - 11:30 a.m., NDOR Auditorium*  
*Contact Craig Anderson @ 479-4666*
- 15-16 Hwy. Commission Meeting**  
*Outstate Meeting – District 2, Omaha*  
*Contact Shirley Schafer @ 479-4530*
- 16 Bd. Public Roads Class. & Stds.**  
*9:00 a.m., NDOR Auditorium*  
*Contact LeMoyne Schulz @ 479-4436*
- 20 Blood Drive -- Community Blood Bank**  
*NDOR Central Headquarters*  
*Contact Diane Holthus @ 479-4580*
- 21 RoadToasters – Speech Day**  
*11:00 a.m. - 12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 22 Letting**  
*1:30 p.m., NDOR Auditorium*  
*Contact Liz Wunderlich @ 479-4528*
- 28 RoadToasters**  
*11:00 a.m. - 12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*

## — July —

- 4 State Holiday – Independence Day**
- 11 New Employee Orientation Program**  
*Rm. 152, 5001 S. 14th (the "Hill")*  
*Contact Carrie Williams @ 479-4870*
- 12 RoadToasters**  
*11:00 a.m.-12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 13 Project Scheduling Meeting**  
*8:30-11:30 a.m., NDOR Auditorium*  
*Contact Craig Anderson @ 479-4666*
- 17 - Aug. 25 Combined Campaign**  
*Contact Diane Holthus @ 479-4580*
- 19 RoadToasters – Speech Day**  
*11:00 a.m.-12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*

- 21 Bd. Public Roads Class & Stds.**  
*9:00 a.m., NDOR Auditorium*  
*Contact LeMoyne Schulz @ 479-4436*
- 26 RoadToasters**  
*11:00 a.m.-12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 27 Letting**  
*1:30 p.m., NDOR Auditorium*  
*Contact Liz Wunderlich @ 479-4528*
- 28 Hwy. Commission Meeting**  
*10:00 a.m., Hwy. Commission Meeting Rm.*  
*Contact Shirley Schafer @ 479-4530*

## — August —

- 6-12 National Stop on Red Week**  
*www.fhwa.dot.gov*
- 8 New Employee Orientation Program**  
*Rm. 152, 5001 S. 14th (the "Hill")*  
*Contact Carrie Williams @ 479-4870*
- 9 RoadToasters**  
*11:00 a.m. - 12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 16 RoadToasters – Speech Day**  
*11:00 a.m. - 12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 17 Project Scheduling Meeting**  
*8:30 a.m. - 11:30 a.m., NDOR Auditorium*  
*Contact Craig Anderson @ 479-4666*
- 18 Bd. Examiners for Co. Hwy. & City Street Supts.**  
*10:00 a.m., Hwy. Commission Meeting Rm.*  
*Contact LeMoyne Schulz @ 479-4436*
- 23 RoadToasters**  
*11:00 a.m. - 12:00 p.m., Hwy. Commission Meeting Rm.*  
*Contact Janice Kollars @ 479-4885*
- 24 Letting**  
*1:30 p.m., NDOR Auditorium*  
*Contact Liz Wunderlich @ 479-4528*
- 25 Hwy. Commission Meeting**  
*10:00 a.m., Hwy. Commission Meeting Rm.*  
*Contact Shirley Schafer @ 479-4530*
- 16 - Sept. 4 Impaired Driving High-Visibility Enforcement**  
*www.nhtsa.gov*
- 20-26 National Truck Driver Appreciation Week**  
*www.truckline.com*

If you would like a key event included on upcoming calendars, call the Communication Office 479-4512 or e-mail [lwilson@dor.state.ne.us](mailto:lwilson@dor.state.ne.us). Information for the August/September Roadrunner should be received by July 14.



## Service Awards

**Congratulations** to these dedicated individuals for their work and continued service with the Department of Roads. They celebrate their service dates in *June and July*.

### 40 Years

Gareld Adams, Planning & Proj. Dev.  
Rodger Tomasek, Planning & Proj. Dev.

### 30 Years

Diane German, Communication  
Kirk Young, District 4

### 20 Years

Alan Galaway, District 4  
Becky Knudsen, District 3  
James Baird, Roadway Design  
Gail Cunningham, District 3  
William Norquest, District 4  
Maxine Fazel, District 1  
Allen Dold, District 7

### 10 Years

Wesley Siebenneicher, Bus. Tech. Support  
Daryl Behrends, Right-of-Way  
Pat Hafer, Right-of-Way  
Kevin Briggs, Operations  
David Olsan, District 1  
Kay Benson, Operations

### Two District 8 Employees Honored

Congratulations to Chad Deseive and Larry Ogden, Hwy. Maintenance Workers Sr. at District 8 in Atkinson. Both men received the Nebraska State Patrol's Public Service Award for their efforts in rescuing five people during a very dangerous and violent snow storm in November of 2005. NDOR plows cleared a path to reach the individuals who were trapped in their vehicle in a snowdrift south of Atkinson. Eleven members of the Atkinson Volunteer Fire Department and two members of the Atkinson Police Department also were honored for their efforts. As a result of the coordination and extreme effort by all those involved, possible fatalities were averted.

# Trash-Off Volunteers Make A Difference

Approximately 358 Adopt-a-Highway groups participated in the 2006 Great Nebraska Trash-Off this year. That means they picked up litter along about 1,400 lane miles of Nebraska roadsides. The Great Nebraska Trash-Off is a yearly event sponsored by the Department of Roads.

A much-deserved "Thank You" goes out to all Staff Assistants, along with other Maintenance personnel in the Districts who coordinate the program in their local areas.

Denise Wallman, Administrative Assistant in the Operations Division, is the State Coordinator for the Adopt-a-Highway program.



*Left - These Student Senate members of the Nebraska College of Technical Agriculture volunteered their time for the 2006 Great Nebraska Trash-Off and picked up litter along Highway 23 between Maywood and Curtis.  
Photo by Del Van Der Werff*

*Below- Sargent fifth and sixth grade students picked up trash along Highway 183. According to sixth grade teacher, Mrs. Bowin, "It was important for the kids to learn how to give back to the community and to help keep Sargent beautiful!"  
Photo courtesy of the Sargent Leader*

